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# INFORMATION REPORT

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COUNTRY Hungary

**SUBJECT** The MAVAG Plant at Budapest-Kobanya

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1. The Kobanya plant of MAVAG (Hungarian National Railroad Car and Machine Company, Magyar Allami Vaggon es Gepgyar Rt.) employs approximately 7,000 workers. Since the end of the last war, most of the plant's war damages have been repaired, a new workshop has been added to the plant installation, and plant equipment has been replaced by machinery manufactured at the Manfred Weiss Works in Csepel. Approximately 20 polishing machines have been imported from Switzerland and Great Britain and installed in the cogwheel department. An additional 20 polishing machines have been ordered for further expansion of this department. According to source, the plant's machinery is rapidly deteriorating through improper maintenance brought about by the burden of increased production and the quality of manufactured products is declining. Source anticipates that most of the machinery used in the plant will be obsolete in another two years.
2. The major product of the Kobanya plant is the "050" locomotive which is manufactured according to Soviet blue prints and is alleged to be a copy of an American model. Since the end of the second world war, approximately 250 locomotives of this sort have been shipped as reparations to the Soviet Union. When the locomotives come from the production line, they are first tested on a 109 centimeter gauge track at "Nepliget", a large park in the vicinity of the factory, and are then fitted with 102 centimeter gauge axles and sent to Munkachevo where they are remounted, allegedly by skilled Hungarian mechanics, on 109 centimeter gauge axles. According to source no "050" locomotives have been allocated to the Hungarian State Railroads. Another type of locomotive manufactured at this plant is a Hungarian "424" model with an automatic stoker. Since the end of the war, from 40 to 45 locomotives of this type have been delivered to the Soviet Union and 15 to Yugoslavia. Only half of a total of 70 narrow-gauge locomotives manufactured for shipment to Yugoslav mines have actually been delivered, and the remainder are still stored at the plant. In this connection, source remarked that no deliveries have been made to Yugoslavia since the Tito-Cominform rift. The locomotive shop has also manufactured and delivered to the Soviet Union ten steam-operated cranes for loading and unloading railroad cars. In addition, the locomotive shop manufactures small turning lathes in series of tens. Apart from these items, the locomotive shop has been building two prototypes of a new Hungarian locomotive, one of which is scheduled for completion during

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May 1949. Products manufactured in other sections of the plant include magnesium mixers, manufactured in the boiler shop for delivery to the Soviet Union, and pumps which are manufactured in the section of the plant formerly used for the assembly of aircraft. Source believes the pumps are designed for use in connection with the Hungarian Plain irrigation project. Recently, the machine tool section of the Kobanya plant built two large sheet-metal cutting machines, approximately eight to ten meters long, and capable of cutting steel sheets nine centimeters in thickness. The cutting machines are now being assembled, but their ultimate destination is not known to source.

3. According to the 1949 production program outlined for the locomotive department, the following types of locomotives are scheduled for completion within the months specified below:

February 1949	12 locomotives, type "050", and 6 small locomotives for mining railroads.
March 1949	13 locomotives, type "050" and 3 small locomotives for mining railroads.
April 1949	14 locomotives, type "050", and 4 small locomotives for mining railroads.
May 1949	14 locomotives, type "050", and 5 small locomotives for mining railroads.

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